

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT				1. CONTRACT ID CODE		PAGE OF PAGES 1 8	
2. AMENDMENT/MODIFICATION NO. 0001		3. EFFECTIVE DATE 07-Jul-2003		4. REQUISITION/PURCHASE REQ. NO. W38XDD-3160-7455		5. PROJECT NO.(If applicable)	
6. ISSUED BY CODE US ARMY ENG DISTRICT- NASHVILLE-DACW62 CONTRACTING DIVISION P. O. BOX 1070 NASHVILLE TN 37202-1070		7. ADMINISTERED BY (If other than item 6) CODE CONTRACTING DIVISION (KRJ) ATTN: KRISTAL JONES NASHVILLE TN 37202		H3P0000			
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)				X		9A. AMENDMENT OF SOLICITATION NO. DACW62-03-T-0018	
				X		9B. DATED (SEE ITEM 11) 24-Jun-2003	
						10A. MOD. OF CONTRACT/ORDER NO.	
						10B. DATED (SEE ITEM 13)	
CODE		FACILITY CODE					
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS							
<input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer <input type="checkbox"/> is extended, <input checked="" type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning <u>1</u> copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.							
12. ACCOUNTING AND APPROPRIATION DATA (If required)							
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.							
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.							
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).							
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:							
D. OTHER (Specify type of modification and authority)							
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the issuing office.							
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) Solicitation DACW62-03-T-0018 (Trash Removal Operation Plant) is hereby amended as follows: Page 2 (Section B - Supplies or Services and Prices) Delete line items 0004 and 0005 in their entirety. Change line item 0002 to read: 1 ea Barge with attached Boom and associated equipment in accordance with attached specifications and drawings Change line item 0003 to read 1ea Barge with associated equipment in accordance with attached specifications and drawings Pages 3 through 7 (Section C - Descriptions and Specifications) Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.							
15A. NAME AND TITLE OF SIGNER (Type or print)				16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) KRISTAL R JONES / CONTRACTING SPECIALIST TEL: 615-736-7276 EMAIL: Kristal.R.Jones@usace.army.mil			
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA BY (Signature of Contracting Officer)		16C. DATE SIGNED 07-Jul-2003	

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

Replace pages 3 through 7 with the following updated specifications:

Specifications for Trash Removal Operation Plant:

General: Fabricator is to provide a new workboat and two (2) sectional barges with minimum requirements as detailed below and provided on the contract drawings. This will be a best value procurement and **awarded to** the fabricator who provides the best value to the Government. Price shall include delivery to General Burnside State Park, Burnside, Kentucky.

Publications, Standards and Regulations: The plant to be provided under this contract shall be constructed in accordance with approved shop drawings in accordance with the rules, regulations and standards of the following Regulatory Agencies and organizations (latest edition):

American Bureau of Shipping, Rules for the Construction and Classing Steel Vessels for Service on Rivers and Inter-Coastal Waterways.”

ABS Guide for Shipping and Repair Quality Standard for Hull Structures and Repair Quality Standard for Hull Structures During Construction

American Welding Society (AWS), “Guide for Steel Hull Welding.”

Work Boat:

Hull Size: length – less than 26’ but greater than 25’, width – 14’- 16’, depth 4’ to 5’

Steel: new ASTM A-36 with deck, sides and bottom min. 3/8”. Pilothouse, crew area and push knees min. 1/4”. Framing as per fabricators requirements. Welding shall be to AWS standards with welds being continuous inside and out.

Push Knees: Fabricators’ standard height with 2” thick rubber bonded to 1/2” x 10” steel backing plate.

Crew Area: detachable from the hull w/ insulated ceiling, approximately 10’ x 5’ with toilet facility, windows on three sides with tempered glass and aluminum frames, interior door to be steel plate, exterior door to be stainless manufactured door.

Pilot House: detachable from the hull w/ insulated ceiling, located at an elevation above crew area, metal control console, windows on all four sides with tempered glass and aluminum frames, center window on forward bulkhead shall be designed to allow operator to open, finished ceiling and floor, door to be stainless manufactured door. Access to Pilothouse and above shall be on flat steps, not ladder type rungs.

Engine Room: detachable from the hull w/ insulated ceiling, accessible from sides of vessel - doors to be stainless manufactured door, aluminum-framed windows on each side of vessel, minimum of 5’- 0” headroom, USCG approved fire suppression system, housing cover removable for access to engine room from above, tread bright aluminum decking in the engine room walkways.

Storage Room: detachable from the hull w/ insulated ceiling, accessible from sides of vessel - doors to be stainless manufactured door, aluminum-framed windows on each side of vessel and aft, minimum of 5’- 0” headroom, tread bright aluminum decking over steering assembly.

Miscellaneous: Deckhouse storage area to enclose the steering assembly, “stump jumpers” to protect wheels and rudders, no wood in overall construction, bronze or brass screws/bolts/ fasteners in non-structural connections. An approved marine toilet shall be fitted in the crew area with accompanying sanitation system and shall be equivalent to a Type 2 sanitary system.

Rudders: fabricators’ standard design steering with flanking rudders, Johnson duramax or PSS drip-less bushings, bronze or Teflon bushings on the rudder stock and steering assembly. Steering shall be hydraulic with separate hydraulic pumps driven off of each engine. Steering bearing lubrication points shall have tubing to a central location on the coaming.

Power Train: All engine packages shall be International Marine Organization (IMO) compliant and meet or exceed emission standards. Power shall be provided from twin marine diesel John Deere engines with individual power ratings in the 100 to 200 HP range. All engines will be equipped with fuel filters that have water separators built in and the oil filters will be a combination full flow/by-pass filter. Transmissions shall be twin disc models for the

proposed powerplants. Fabricators standard propeller design (propellers to be bronze) and stainless steel propeller shaft design shall be utilized. Engine cooling through keel coolers, pressure testing as required, shall be installed.

Fuel Tank: Capacity is in the 1,000 to 1,200 gallon range and pressure tested. All tanks shall have a waterproof venting system, have a 2" filler cap, and have valves for fuel shut off and cross-over/transfer piping, if required. A foredeck fuel transfer accessory shall be provided with at least 50' of fuel hose.

Engine Controls: The marine gauge package shall be routed to the pilothouse where it will be built into a panel that plugs into the engines using pre-wired looms. All cables shall be heavy-duty stainless steel. Gauges, buttons, switches, indicator lights, keyed locks, etc. shall be marine grade and all instrumentation, including dual gauges for temperature/oil pressure/ alternator voltage/engine hours/engine RPM's/rudder location shall be mounted on a metal console. Console shall not slope out to inhibit the Pilot from sitting **or standing** at the controls. Audible Alarms for low oil pressure, high water temperature, low voltage, water level in and engine room and water in fuel are required as well as an engine auto shutdown device for low oil pressure and high water temperature. All audible and visual alarms shall be configured such that they sound/display in the pilothouse and the engine room.

Electrical System: Batteries shall be heavy-duty 12-volt marine batteries in U.S.C.G. approved battery cases. All lighting throughout shall be 12V, to include the lighting in the crew area, pilothouse, engine room, storage room, running lights, navigation lights, spotlight(s), plus 12v power should be provided for the bilge pumps (minimum 1,500 GPH), communications, navigation aids and horn. Spotlight(s) shall be manually operable from the pilothouse and be of sufficient lamination **for safe vessel and tow** navigation. Navigation lighting shall be according to current USCG criteria for the appropriate sized and class of vessel. An 8-12 kw generator set shall be provided to power the AC/heating units in the pilot house and crew area, fuel transfer pump, and weatherproof outlets located on the tow knees. Outlets for 110v power shall be available in the engine room, crew area and pilothouse. A shore power (110v) connection shall be mounted per the fabricator and provide 110v power throughout, especially to the automatic bilge pumps with a manual shut-off.

Communications: Pilothouse shall be provided **complete with** a marine radio, AM/FM radio, PA system (Loudhailer, etc.), a depth finder and provisions for a Corps radio. A thru the hull transducer well shall be provided for the depth finder **amidships and toward the bow**.

Deck Accessories and Winches: Four quarter bitts and one bow bitt welded to the deck with a minimum of 5/16" steel plate doublers, one tow bitt constructed thru the deck and welded to interior bottom of the hull, four permanent lifting pad eyes mounted in each quarter of the vessel that are strong enough and arranged to allow the completed vessel to be balanced-lifted by a crane, two rub rails located below the deck level, steel plate extending a minimum of 12" above the deck line around the entire deck, and two face wire winches (5-ton minimum) capable of holding the vessel firmly in tow. Storage areas shall be provided for storage of tools, cables, equipment, and maintenance accessories where possible.

Steel Protection/Exterior Finishes: Exterior hull, decks, crew area, pilot house sandblasted and sprayed with fabricators standard epoxy paint primer immediately after surface preparation. Two coats of anti-corrosive epoxy marine topcoats shall be applied over the primer from the same manufacturer as the epoxy primer. Corps' paint colors to be applied where indicated. Engine room shall receive two coats of the final epoxy paint system. Decks shall be gray with skid resistant paint on the forward deck and in areas of high traffic. Interior floors of the crew area and pilothouse shall be covered with linoleum or other approved covering and the interior floor of the storage area shall be white. Interior walls and ceilings of the crew area, pilothouse and storage area shall be white. The hull below the waterline shall be coated with an anti-fouling paint.

Performance Testing and Sea Trials: The contractor shall notify the Corps as to when all performance testing is to be performed, including the pressure testing. Fabricator shall assemble the workboat complete and test the engines, controls and observe the drive train and propellers before launching the workboat. Upon successful completion of these tests, the craft shall receive a sea trial prior to transporting to General Burnside State Park, Burnside, Kentucky. (<http://www.ky.gov/agencies/parks/genburns.htm>) The sea trial shall include all operational systems of the work vessel and these systems run for a sufficient time in the presence of Corps representatives. The sea trial may take place at the fabricators yard or at the delivered site. If the trials are to take place at the fabricator's yard, the disassembly of the workboat shall be in the presence of a Corps representative(s) as well as the loading of the vessel and it's components for transport.

Warranties: Hull and finish protective coating of the vessel to be free of defects, watertight and serviceable starting from time of delivery at the required site and continuing for a period of one year under normal usage, wear and tear. All separate manufacturers warranties shall apply to the finish product and be passed along to the Corps.

Engines and transmissions shall be warranted for one year for parts and labor in accordance with the manufacturer's recommendations.

Shipping: Vessel shall be covered to prevent water from entering the vessel and cribbing shall be located such that the keel coolers do not carry the entire weight of the vessel. All lubricating fittings shall be lubricated, engine fluid levels topped off and sealed connections checked and verified by the fabricator.

Operation and Maintenance Manuals plus Drawings: Fabricator shall provide an operator's manual and a supplier's manual(s) for the operation and maintenance of the workboat and all of its components. A listing of installed products shall include the manufacturers and points of contacts for service and/or repair parts. Two (2) sets of drawings shall be provided of the overall workboat and systems that can be used for maintaining the workboat. Submitted drawings will include hull lines, profiles, general arrangement and associated details of the vessel. Electronic drawing format is acceptable. Two copies of manufacturer's service manuals shall be provided for all vessel machinery (i.e. main engines, reduction gears, generator, sanitation system, air conditioners, bilge pumps, etc)

Spare Parts: Two bronze propellers (one LH and one RH) of the same type and size as originals, one rudder and one stainless steel tail shaft, each complete with bearing surfaces, shall be shipped with the completed workboat.

Two Sectional Barges:

Size: length – 16' x 60', hull depth to be load determined.

Steel: new ASTM A-36 with deck, sides and bottom min. 3/8", framing as per fabricators requirements. Welding shall be to AWS standards with welds being continuous inside and out.

Deck loading: Maximum deck loading is to be approximately 27 tons from the one (1) large dumpster and 8 tons from the smaller dumpster, totaling 35 tons.

Shape Configuration: Sectional barge connection should be just for the two barges and no add-on barges. The front of the barges shall be double steel and raked to approximately 45 degrees for operation into a concrete boat ramp. **Bilge, top, side and rake knuckles shall be double plated.**

Sectional Barge Pinning System: Shall be the fabricator's standard system. If any recesses are present from the pinning area, the fabricator shall provide wooden or metal covers to provide a flat working area. Pinning shall be of sufficient rigidity to prohibit movement between the barges or excessive wear in the pinning system (pins, plates, bushings, etc.). Pinning arrangement shall provide for minimum gap between the barges.

Hatches: Hatches shall be watertight and an access for the engine and accessories for the Prentice crane shall be large enough to perform all maintenance requirements, to include removal of components. Venting/air supply will be required for the below deck engine.

Spud Wells and Spuds: Spud wells and spuds shall be continuous pipe welded inside and outside, top and bottom. Wells shall run the full depth of the barge with doublers on the deck and bottom and be of the standard fabricator's size. Length is to be 20 feet. Spuds should be able to be secured when raised and also be able to be stored on the deck when not in use.

Prentice Crane Assembly: Fabricator shall purchase and mount a Prentice crane model **180E** where shown on the drawings and mount a minimum 50 HP diesel power plant (John Deere), hydraulic tank (50 gallons) and hoses, plus a fuel tank (100 gallons **min.**) inside the hull of the barge. The mount for the crane shall be part of the structural barge and members shall be thru the deck and to doublers at the deck and bottom. Hydraulic cooling and engine cooling shall be through keel coolers. Forced air ventilation shall be provided for the engine compartment.

Deck Accessories: There shall be steel guide rails, **fabricated from steel angles or channels**, for the loading and unloading of the dumpsters on the barge. Also there shall be an electric operated deck winch mounted on doublers to the deck to load the dumpsters to positions where they can be secured to the barge. Coaming shall be provided where shown on the drawings and made of 1/4" plate. Four lifting "D – Ring" eyes shall be mounted which will lie flat when not in use. Quarter bits, keels and miscellaneous deck fittings shall be welded to doublers at the deck and located where shown on the drawings. Additional tie down hooks or rings shall be field located in the area of the proposed wood chipper **and dumpsters** to secure the equipment.

Fire/Wash-down Water System and Bilge Pumps: A fire/wash-down system shall be located to provide support to the entire barge work area. The hose shall be 2" diameter with a spray nozzle and the pump assembly can be located on or below the deck. The pump shall be 110v and be wired to the waterproof connection to the workboat. Automatic "float-operated" bilge pumps with manual shut-off switch shall be located in the compartment with the

hydraulic power supply and the wash-down pump and shall be 12v. Supply power through the watertight connection to the workboat shall have the capability of being run by shore power as well as from the generator on the workboat. A water-level warning system shall be installed to monitor water within the barges.

Navigation and Running Lights: Standard 12v navigation and running lights shall be installed on the barges.

Steel Protection/Exterior Finishes: Exterior hulls and decks sandblasted and sprayed with fabricators standard epoxy paint primer. Two coats of anti-corrosive epoxy marine topcoats shall be applied over the primer from the same manufacturer as the epoxy primer. Decks shall receive a skid resistant paint. Interior floors, walls, ceilings and structural members of the hull shall receive two coats of topcoat marine epoxy paint. The hull exterior below the waterline shall be coated with an anti-fouling paint.

Performance Testing and Sea Trials: The contractor shall notify the Corps as to when all performance testing is to be performed, including the pressure testing. Fabricator shall assemble the sectional barge complete and test the crane engine, controls and observe the performance. Upon successful completion of these tests, the barges shall receive a sea trial prior to transporting to General Burnside State Park, Burnside, Kentucky.

(<http://www.ky.gov/agencies/parks/genburns.htm>). The sea trial shall include pinning the sectional barges together

while in the water, all operational systems of the barges and the systems run for a sufficient time in the presence of Corps representatives. Testing of the fire/wash-down system as well as the bilge pumps shall be performed. The sea trial may take place at the fabricators yard or at the delivered site. If the trials are to take place at the fabricator's yard, the disassembly of the Prentice crane shall be in the presence of a Corps representative(s) as well as the loading of the barges and it's components for transport.

Warranties: Hull and finish protective coating of the barges to be free of defects, watertight and serviceable for a period of one year from time of delivery at the required site under normal usage, wear and tear. All separate manufacturers warranties shall apply to the finish product and be passed along to the Corps. The crane engine is to be warranted for one year for parts and labor in accordance with the manufacturer's recommendations.

Operation and Maintenance Manuals plus Drawings: Fabricator shall provide an operator's manual and a supplier's manual(s) for the operation and maintenance of the sectional barges. A listing of installed products shall include the manufacturers and points of contacts for service and/or repair parts. Two (2) sets of drawings shall be provided of the overall sectional barges and their systems that can be used for maintaining the barges. Submitted drawings will include hull lines, profiles, general arrangement and associated details of the barges. Electronic drawing format is acceptable. Two copies of manufacturer's service manuals shall be provided for all vessel machinery (i.e. Prentice knuckle boom, hydraulic power supply, bilge pumps, etc.)

Shipping: Specific areas of the barge(s) shall be covered to prevent water from entering the barge(s) and the controls of the crane shall be protected. Cribbing shall be located such that the keel coolers do not carry the entire weight of the barge. All lubricating fittings shall be lubricated, engine fluid levels topped off and sealed connections checked and verified by the fabricator.

Fabricator Quality Standards: The fabricator shall be responsible for the construction of complete and functioning vessels. Inspection and visitation by Corps personnel is for the purpose of verifying the proper function of the Contractor's quality control measures, providing technical clarification of the contract documents and establishing/verifying partial payment requests.

All structural hull material shall be in accordance with the following specifications:

- a. Although American Bureau of Shipping (ABS) certification is not required, all welding shall be in accordance with the current specifications and procedures of the ABS, American Welding Society and industry standards.
- b.** Materials specified herein are to meet the requirements of standard specification published by national authorities shall conform to the respective editions, including amendments. No salvage or used materials shall be used in the work.
- c.** All articles, fittings, equipment, machinery, supplies, and materials used in the construction and outfitting of the vessels shall be of the highest grade, free of defects and imperfections, unused and, be the standard product of reputable manufacturers, to the maximum extent possible.

d. All material and equipment shall be marine service intended, and spare parts and service shall be readily available and/or obtainable.

Page 8 (Section F – Deliveries or Performance):

Under title “Delivery Date,” change the delivery date from 31 Dec 2003 to read “120 days from date of award.”

Under title “Ship to Address,” change the ship to address from:

Eastern Kentucky Area Office
855 Boat Dock Road
Somerset, KY 42501-6016

To: General Burnside State Park
8801 South Highway 27
Burnside, Kentucky 42519

Page 27 (Section L – Instructions, Conditions and Notices to Bidders)

Replace all instructions with the following:

Quotation Documentation: The Offeror’s shall include an original and 4 copies of:

1. Solicitation Standard Form **18.**
2. Fabricator literature and technical data **verifying** solicitation specifications, drawings and general requirements.
3. Statement of fabrication and delivery schedule.
4. Three recent references that have purchased the same type or similar vessels. Information shall include: name of firm, address, phone number of knowledgeable point of contact, vessel type and date of purchase.
5. Documentation as to fabricator’s warranty.

Page 28 (Section M – Evaluation Factors for Award)

Replace all evaluation factors with the following:

Section M – Evaluation Factors for Award

This solicitation is issued as a best value procurement in which a quotation other than the low price may be selected. In order of technical evaluation priority, **Manufacturer’s literature** shall be submitted to verify the solicitation requirements **and** will be evaluated for technical and quality merit, **time of delivery** will be evaluated as to the required contract duration, **past performance** will be evaluated for quality, timely delivery and warranty, **fabricators proposed warranty** for the specified vessels will be evaluated against the solicitation requirements. These factors will equate to the Offeror’s technical proposal and will determine if a proposal is technically responsive. Technical proposals will be evaluated before pricing documentation is evaluated to make the final best value determination to the Government. As responsive proposals become technically equal, then price will become the evaluating factor.